

# Montrose Parkway West -- No. 500311

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**Rockville**  
**Five residences.**

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

**May 16, 2002**  
**NONE**  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	4,711	0	0	3,870	620	725	142	854	999	530	841
Land	28,094	0	0	23,894	9,100	7,644	7,150	0	0	0	4,200
Site Improvements and Utilities	4,366	0	0	3,748	0	0	0	200	2,050	1,498	618
Construction	24,540	0	0	21,361	0	0	500	6,300	8,000	6,561	3,179
Other	145	0	0	0	0	0	0	0	0	0	145
<b>Total</b>	<b>61,856</b>	<b>0</b>	<b>0</b>	<b>52,873</b>	<b>9,720</b>	<b>8,369</b>	<b>7,792</b>	<b>7,354</b>	<b>11,049</b>	<b>8,589</b>	<b>8,983</b>

## FUNDING SCHEDULE (\$000)

EDAET	4,503	0	0	4,503	680	3,823	0	0	0	0	0
G.O. Bonds	21,373	0	0	18,850	8,380	6	2,222	1,454	4,659	2,129	2,523
Impact Tax	35,980	0	0	29,520	660	4,540	5,570	5,900	6,390	6,460	6,460

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for construction of a new four-lane divided road from Montrose Road (starting 200 feet east of Tildenwood Drive) travelling east to 'old' Old Georgetown Road (approximately 5,700 feet) in the undeveloped land formerly reserved for the Rockville Facility. The typical section of the Parkway will be a closed section road with 11-foot-wide lanes and a 20-to-30-foot-wide median. A 10-foot-wide bike trail will run along the north side of the Parkway east of Old Farm Creek, and a 5-foot-wide sidewalk will run along the south side. Near Old Farm Creek the bike trail will pass under the Parkway and will continue west on the south side of the Parkway to Tildenwood Drive. Montrose Road will be widened to six lanes with a median, and 5-foot-wide sidewalks will be provided along the north side of Montrose Road from the Parkway to Tower Oaks Boulevard and along the south side from Tildenwood Drive to Tower Oaks Boulevard. Sound walls will be constructed along the north side of Montrose Road for about 1,300 feet behind homes on Farm Haven Drive in the North Farm community in Rockville and along the south side of Montrose Road for about 1,500 feet behind homes in the Old Farm community in North Bethesda. Enhanced streetscaping will be provided between East Jefferson Street and 'old' Old Georgetown Road. Other improvements include extending Hitching Post Lane to Farm Haven Drive, providing a new four-way signalized intersection with pedestrian phasing at the new Hitching Post Lane/Farm Haven Drive/Montrose Road intersection, constructing a bridge for Montrose Road over Old Farm Creek to enhance passage by riparian wildlife, and maintaining landscaping for five years after construction is complete. The southern leg of the Tildenwood Drive/Montrose Road intersection will not be widened as part of this project.

### Service Area

North Bethesda-Garrett Park

### Capacity

By 2020, the average daily traffic volume for Montrose Road between Tildenwood Lane and East Jefferson Street is estimated to exceed 74,000 vehicles. Without this project, several intersections will reach peak-hour Critical Lane Volumes that exceed 1,800.

### JUSTIFICATION

The North Bethesda Master Plan allows for 21,000 additional jobs and 9,000 additional residences (beyond 1999), and this project is one of the master-planned transportation facilities needed to accommodate the master-planned growth. In addition, the project will provide congestion relief on Montrose Road, safe turning movements onto and off of Montrose Road, safe places for pedestrians to cross Montrose Road, and reduced cut-through traffic in neighborhoods abutting Montrose Road.

### Plans and Studies

M-NCPPC North Bethesda/Garrett Park Master Plan, 1992; M-NCPPC Master Plan of Highways.

### Specific Data

This project is the western portion of the master-planned Montrose Parkway. The eastern portion (east of the CSX Railroad) is currently in Phase I of Facility Planning and will be ready for final design in FY06. The Randolph Road/MD 355/Montrose Road grade-separated interchanges, including a relocated Randolph Road over the CSX Railroad, is in the planning stage by the Maryland State Highway Administration (MSHA). Schedules for both Montrose Parkway West and the MSHA are running concurrently.

### STATUS

Preliminary engineering design complete.

### OTHER

The scope and schedule are new for FY03. In coordination with M-NCPPC's recommendations for the Wilgus East development, the alignment of the Parkway east of East Jefferson Street has been shifted to the south. This allows for a greater distance between the Parkway and the residential development to the north. The project cost assumes acquisition of approximately 8.7 acres of the 16.7-acre Armstrong tract, the MSHA right-of-way, and approximately 130 feet of right-of-way on

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY03	(\$000)
Initial Cost Estimate		57,600
First Cost Estimate		
Current Scope	FY03	57,600
Last FY's Cost Estimate		0
Present Cost Estimate		61,856
Appropriation Request	FY03	10,445
Appropriation Request Est.	FY04	7,644
Supplemental Appropriation Request	FY02	0
Transfer		0
Cumulative Appropriation		0
Expenditures/ Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY00	0
New Partial Closeout	FY01	0
Total Partial Closeout		0

### COORDINATION

Specific recommendations and design criteria have been developed in close coordination with the:  
County Council  
M-NCPPC  
Maryland State Highway Administration  
Maryland Department of Environment  
Maryland Department of Natural Resources  
U.S. Army Corps of Engineers  
Department of Permitting Services  
City of Rockville  
Affected communities  
Special Projects Legislation was approved May 23, 2002 (Bill No. 12-02).

### MAP

See Map on Next Page

the Wilgus tract. Consistent with M-NCPPC's staff recommendation for the Wilgus East development, the project assumes dedication of a 130-foot-wide portion of Wilgus Parcel N231. Impact Tax funds are assumed for this project. Special Projects Legislation has been proposed by the County Executive. This project is divided into two stages. Stage 1, funded for completion by FY 08, includes: (1) designing the full project; and (2) acquiring land for and construction of the project from East Jefferson Street to Tower Oaks Boulevard. Stage 2, funded after FY 08, consists of acquiring land for and construction of the project from East Jefferson Street to 'old' Old Georgetown Road, including the enhanced streetscaping in this section. Once the MSHA has programmed the funding for land acquisition and construction of the Randolph Road/MD 355/Montrose Road grade-separated interchange, the Council will reconsider the timing of Stage 2. During the final design stage further attempts will be undertaken to reduce community impacts. One objective will be to reduce the frontage impacts and to improve parking and access for the Old Farm Pool and Paddle Tennis Club and Faith United Methodist Church.

